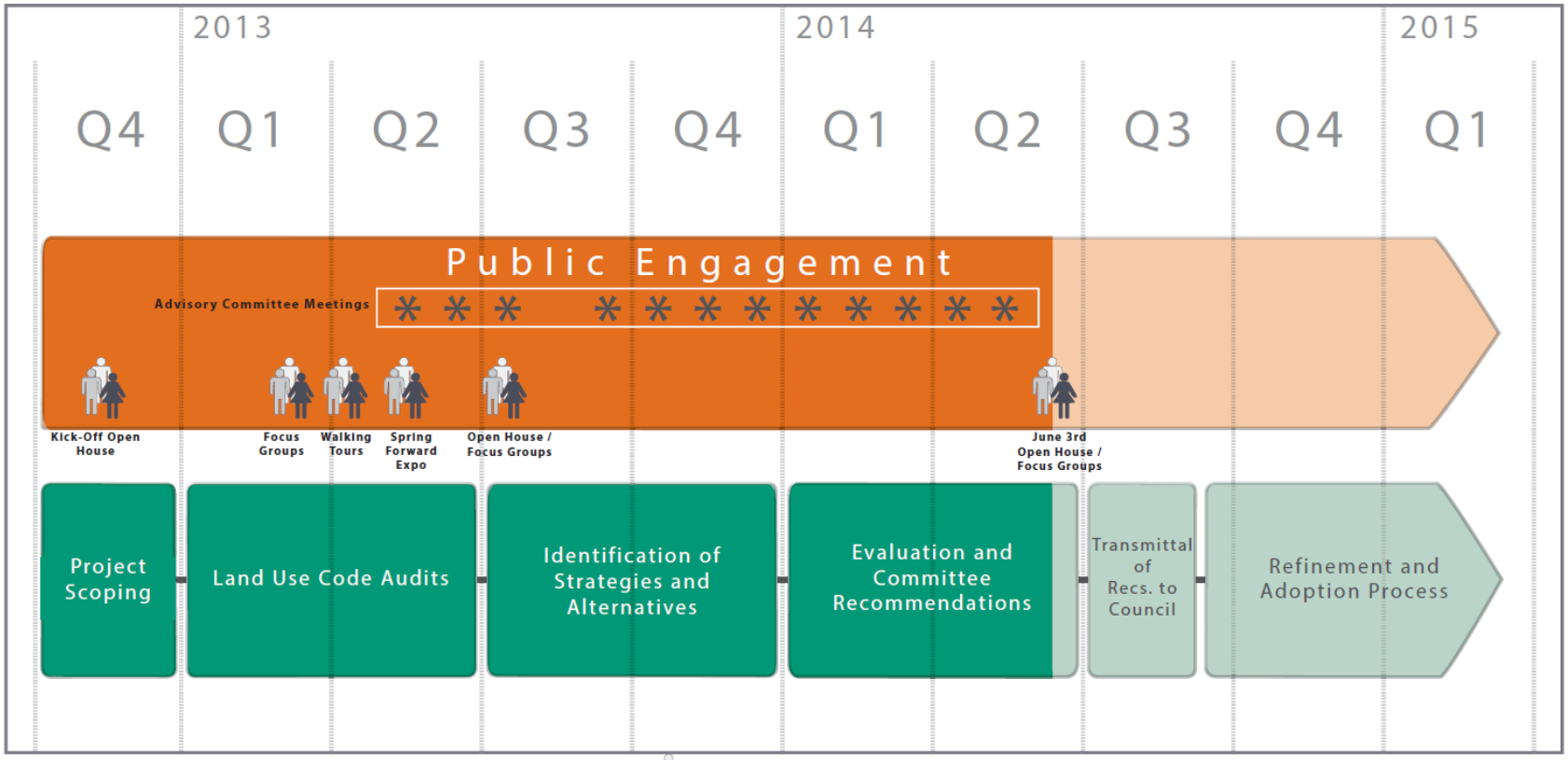
Downtown Livability Initiative

Advisory Committee Meeting

June 18, 2014

6:30pm

Overall Schedule



Downtown Livability

CAC's Development of Recommendations

CAC's January 15 Alternatives Workshop: Provided direction for staff analysis and evaluation

March CAC Mtg: Recommendations on Pedestrian Corridor, Public Open Spaces

April CAC Mtg: Recommendations on Amenity System

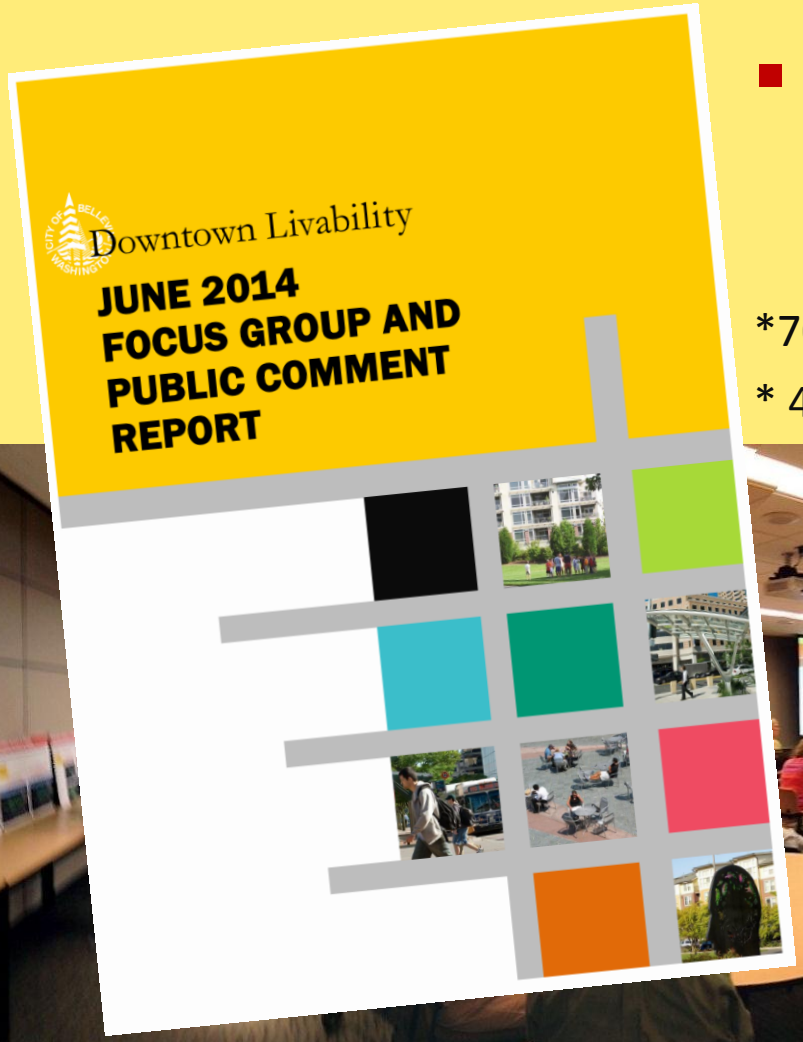
May 21 CAC Mtg: Recommendations on Design Guidelines; direction on Building Height & Form and Parking alternatives to move forward for additional public review and comment

June 18 CAC Mtg: Form recommendations for Building Height & Form and Downtown Parking; Finalize Set of Recommendations to forward to Council/Planning Commission

CAC Not the End of the Process

- Council-appointed CAC tasked with studying and recommending updates to Downtown Land Use Code
- CAC recommendations provide general direction; to be forwarded to City Council & Planning Commission
- Additional work and public feedback opportunities to be included in the process of developing/adopting specific Land Use Code amendments

Summary of Recent Public Feedback



- See Attachment 2 for report and desk packet for additional materials received since last week

*70+ at June Open House * 40+ in Focus Groups

* 40+ Written Comments

Summary of Recent Public Feedback

General Support of Committee Recommendations for:

- Pedestrian Corridor
  - Make the Corridor a place for people
- Open Space & Through-block Connections
  - They are important - ensure spaces are visible and accessible
- Design Guidelines
  - Promote thinner towers and modulation for variety, light, and air
- Amenity Incentive System
  - Focus on livability and a balance for commercial and residents

Summary of Recent Public Feedback

Building Height & Form

Majority of comment did not support increased height and/or FAR

- Concern about the edges/transitions to neighborhoods
- Taller buildings could provide more amenities and a distinctive skyline
- Main issues -View blockage, privacy, shadows, wind, light/air
- More density = more traffic & congestion

Summary of Recent Public Feedback

Downtown Parking

- Majority of comment was that parking is hard to find or inadequate
- Guest and commercial parking don't mix
- Downtown needs a public garage
- Concern about parking on the edges of Downtown/protect neighborhoods
- Increase on-street parking
- Address Old Bellevue parking needs

Height & Form: Introduction

- Height and form complex topic; has generated significant community interest
- Key differences between added height alone and added height and density (added height does not = added density)
- Alternatives have not yet incorporated design guideline details for views, light and air, shadowing, through-block connections, etc.

Why Examine Potential Height or Density Changes?

Relationship to Livability

- *Opportunity to create a more distinctive skyline*
- *Encourage more interesting and memorable architecture*
- *Opportunity for more light and air between buildings by allowing additional height*
- *Opportunity for more ground-level open space*
- *Ability to promote variability in building heights*
- *Ability to reinforce district identity*
- *Potential for added height or density to add "lift" to incentive system*
- *Potential to add density around light rail transit investment*

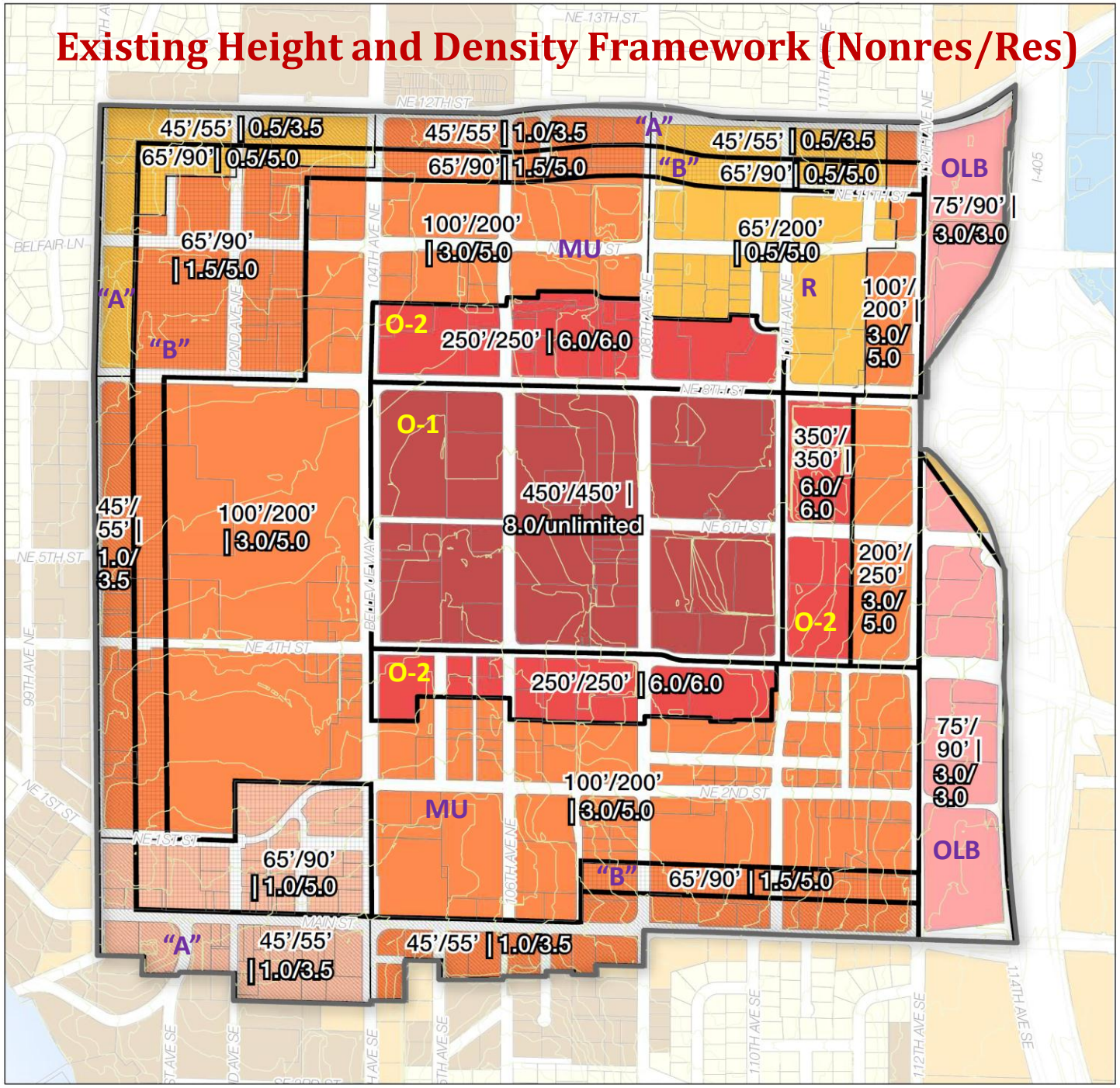
If increased, any changes should:

- Result in better urban design outcome than status quo, adding to architectural excellence, character, and memorability
- Continue to distinguish Downtown's special market niche
- Help deliver additional amenities that enhance livability and character of Downtown
- Address any resulting impacts
- Provide appropriate transitions between Downtown and adjoining residential neighborhoods, while promoting better and more complementary linkages

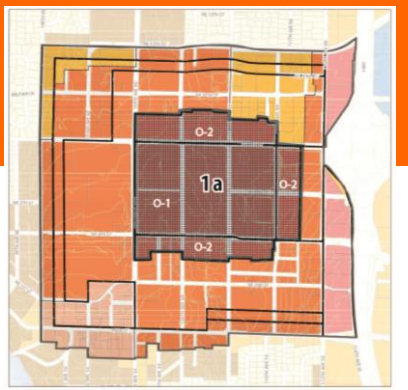
Building Height & Form Worksheet

Items for Committee Consideration (See page 5-1 of packet)		YES; Forward to Council (The following factors would be addressed during the Planning Commission process: tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, mitigation of any localized transportation impacts)	Yes; Forward to Council, but with Modifications (With Planning Commission consideration of tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, mitigation of any localized transportation impacts)	NO; Do Not Recommend Changes
1A	Consideration of additional height alone, and additional height and density, in the Downtown Core to help accentuate the "wedding cake". Analysis includes heights up to 600 feet in O-1 and 400 feet in O-2 and 20% increase in maximum FAR.	Height Alone		
		Height and Density		
2A	Consideration of additional height alone, and additional height and density, in MU district. Analysis includes residential heights up to 300 feet and 20% increase in FAR and nonresidential heights up to 200 feet and 67% increase in FAR.	Height Alone		
		Height and Density		
2B	Consideration of additional height and density in the OLB district. Analysis includes heights up to 200-350 feet and 5.0-6.0 FAR.			
2C	Consideration of additional height in portions of MU with deep "B" design district. Analysis includes residential heights up to 160-240 feet and no increase in FAR.			
2D	Additional height in the remainder of the "A" and "B" design districts. Analysis includes residential heights up to 70 feet in "A" and 125 feet for "B".			
3A	Nonresidential density and height to equal those for residential, taking into account floorplate needs of nonresidential buildings. Analysis includes review of MU district for nonresidential up to 200 feet and 5.0 FAR.			

Existing Height and Density Framework (Nonres/Res)



1A: Potential for additional height alone, or additional height and FAR, in O-1 & O-2



- See pages 3-2, 3-3 of packet.

The numbers shown are the heights and densities being modeled; the precise numbers have not been endorsed by the CAC. If recommended, the numbers would be refined and the following factors would be addressed during the Planning Commission process: tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, and mitigation of any localized transportation impacts.

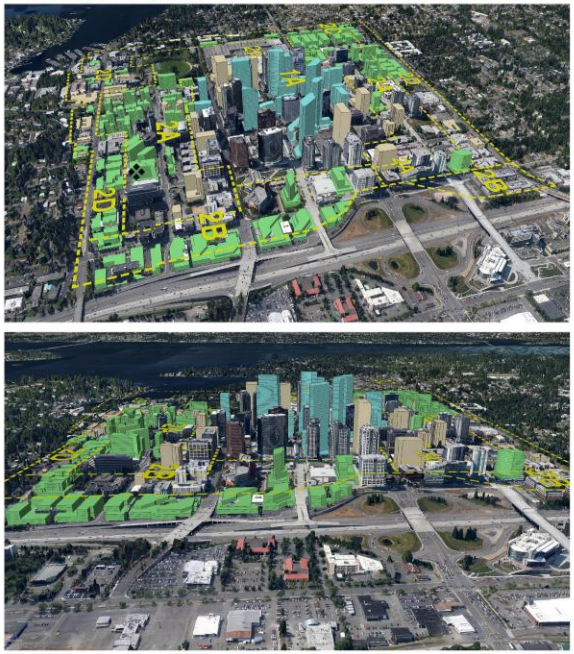
What's Being Evaluated?

Area 1A: Development per Current Code

- Some variation in skyline
- Numerous buildings at 450-foot limit in O-1
- Stepped down to 250 feet in O-2 district

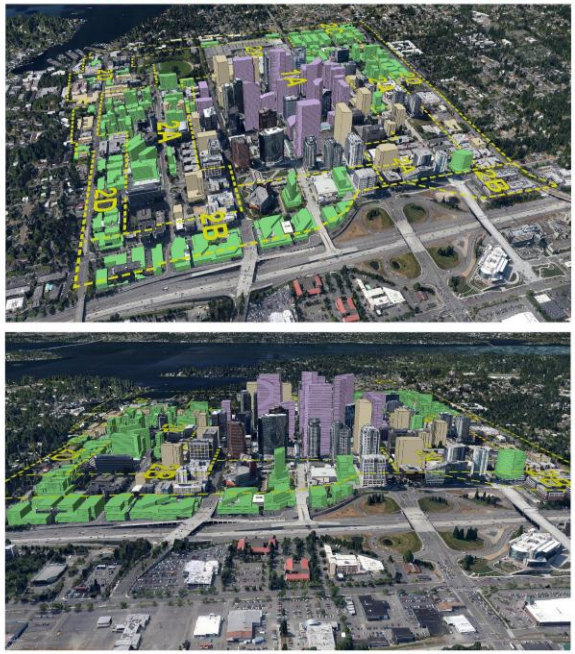
Area 1A: Additional Height

- Maximum 600-foot height reached by some towers
- More variable tower heights
- Smaller floorplates to reach maximum height
- More open space or smaller podiums
- Added height is boost to amenity incentive system

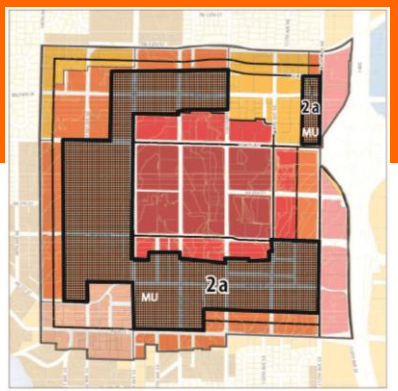


Area 1A: Additional Height and FAR

- Maximum of 600 feet in O-1; 20% increase in FAR; residential FAR currently unlimited in O-1
- Similar urban design outcomes as height alone
- Greater ability to achieve max height for residential
- Added FAR a boost for amenity incentive system



2A: Potential for additional height alone, or additional height and FAR, in MU district



- See pages 3-4, 3-5 of packet.

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What's Being Evaluated?

Area 2A: Development per Current Code

- Maximum of 200 feet for residential, 5.0 FAR
- Probable mix of 200-foot towers and 5/1 in the future
- Maximum of 100 feet for nonresidential, 3.0 FAR

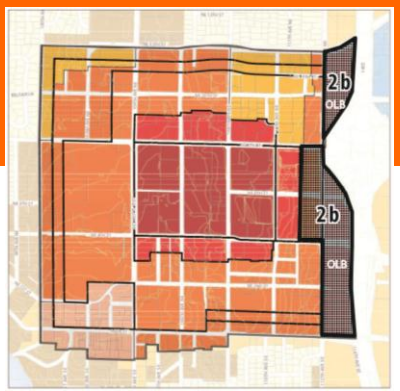
Area 2A: Additional Height

- Maximum height reached by some towers – more likely for residential at 300 feet than nonres. at 200 feet
- Larger nonresidential floorplates could occur higher
- Additional height for residential may result in more open space, smaller podiums or floorplates to use same FAR
- Added height is boost to amenity incentive system

Area 2A: Additional Height and FAR

- Additional FAR would allow greater number of towers to reach maximum heights, especially for nonresidential
- Similar urban design outcomes as height alone
- Added FAR a boost for amenity incentive system

2B: Potential for additional height and FAR in the DT-OLB district



- See pages 3-6, 3-7 of packet.

What's Being Evaluated?

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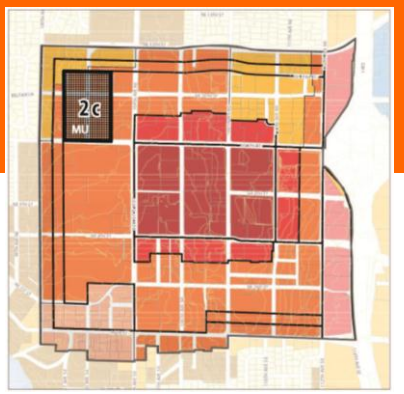
Area 2B: Development per Current Code

- Most all redevelopment south of NE 8th Street
- Maximum of 75-foot (nonres.) and 90-foot (res.) height limits achievable with current 3.0 FAR
- Result has been a fairly suburban development pattern

Area 2B: Additional Height and FAR

- Additional density (5.0-6.0 FAR) and taller buildings (200-350 feet) in proximity of freeway and transit service
- Opportunity for multi-tower residential and office developments with more ground-level amenities and open space
- Need to retain permeability from I-405 and Wilburton
- Added height and FAR are boost to amenity incentive system

2C: Potential for additional height (with no added FAR) in deep "B" design district



- See pages 3-8, 3-9 of packet.

What's Being Evaluated?

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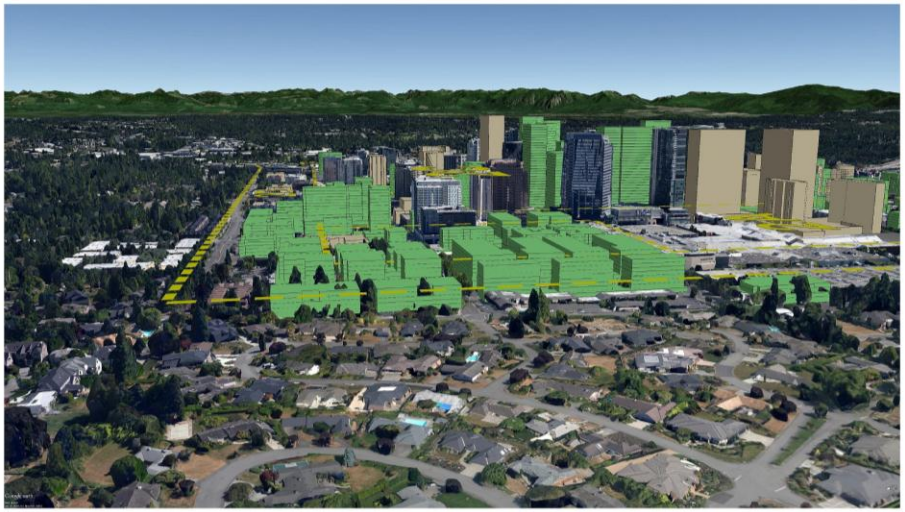
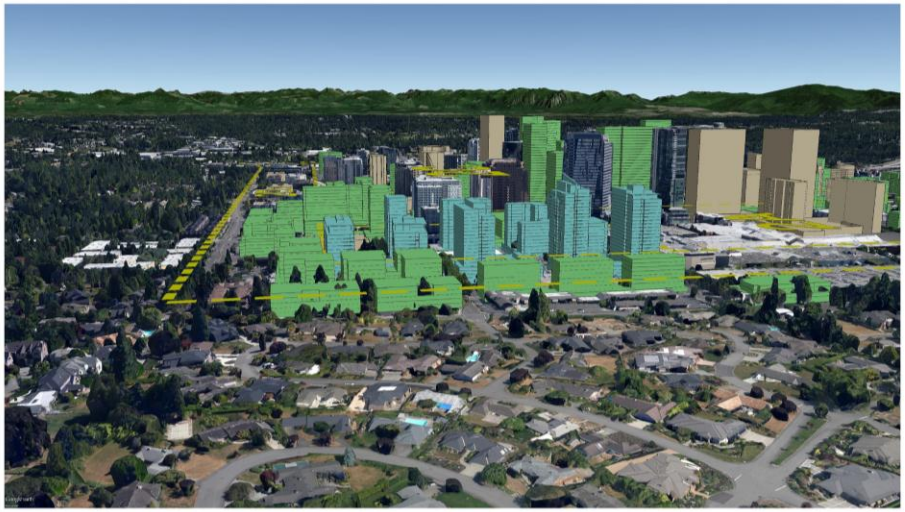
Area 2C: Development per Current Code

- Maximum of 90 feet and 5.0 FAR for residential
- Results in fairly large building masses with allowed FAR

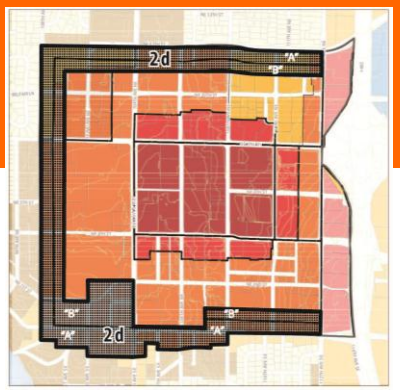


Area 2C: Additional Height

- Additional heights up to 160-240 feet for residential could be reached with 5.0 FAR (use of variable tower heights for district character)
- May result in smaller podiums or floorplates to use same FAR; more ground-level open space
- Added height is boost to amenity incentive system



2D: Potential for additional height (with no added FAR) in “A” and “B” design districts



- See pages 3-10, 3-11 of packet.

What’s Being Evaluated?

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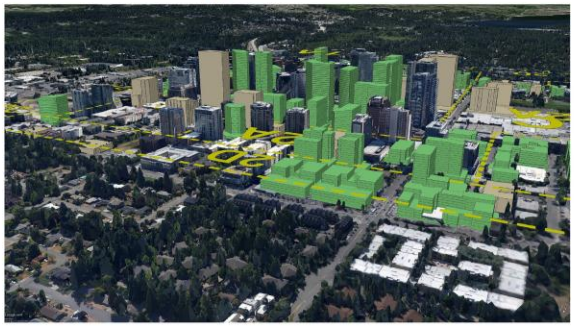
Area 2D: Development per Current Code

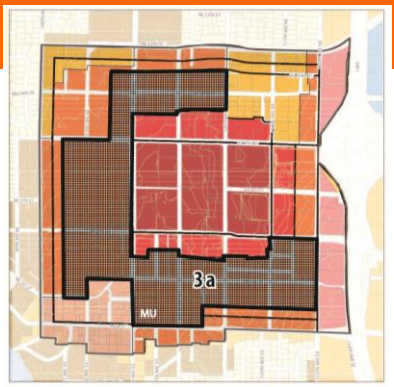
- Currently 55 feet and 3.5 FAR for residential along Downtown edge in “A”; 90 feet and 5.0 FAR in “B”
- Most projects in “B” can achieve maximums; “A” can be challenge to reach maximize FAR



Area 2D: Additional Height

- Examination of 70 feet in “A” and 125 feet in “B”
- Additional height in “A” could result in more projects reaching maximum density of 3.5 FAR
- Added height is boost to amenity incentive system

3A: Potential for increasing nonresidential height and FAR in MU district to equal those for residential

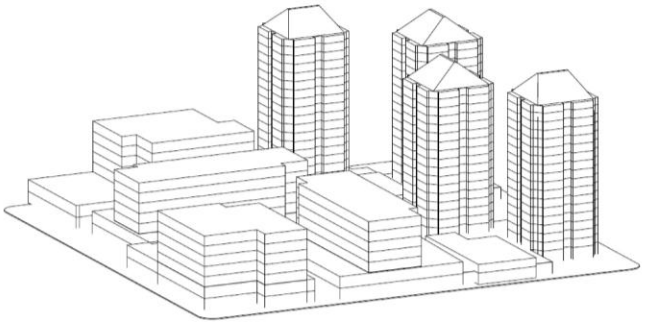


- See pages 3-12, 3-13 of packet.

What's Being Evaluated?

Status Quo: Prototypical MU Superblock built with 50% residential and 50% nonresidential/office

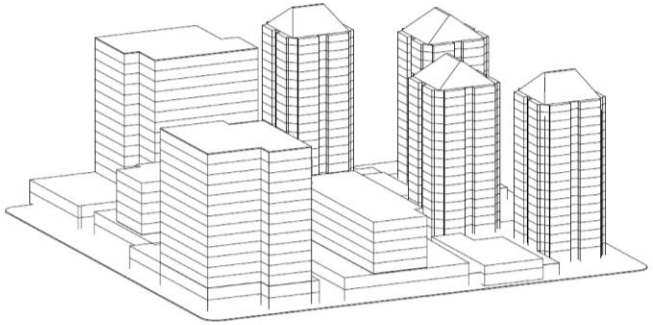
Residential: Up to 200 feet, 5.0 FAR
12K floorplates shown



Nonresidential: Up to 100 feet, 3.0 FAR
20K floorplates shown

Alternative: Allowing up to 200 feet and 5.0 FAR for residential and nonresidential

Residential: Up to 200 feet, 5.0 FAR
12K floorplates shown



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Nonresidential/Office Uses:

- Larger floorplates than residential
- Taller floor to ceiling per floor than residential

Building Height & Form Worksheet

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Downtown Parking Worksheet

Items for Committee Consideration (See page 4-1 of packet)	YES; Forward to Council/PC	YES; Forward, but w/ Mods.	NO; Do Not Recommend Changes
1. Reduction to minimum required parking ratios. • Residential: Reduce minimum required parking to 0.75 stalls/unit outside Core (minimum currently zero stalls/unit in Core and 1.0/unit in rest of Downtown). • Restaurant outside the Core: Treat the first 1,500 net square feet of existing or new restaurant space outside the Core as retail (and with it a lower minimum parking ratio), with the exception of Old Bellevue. • Old Bellevue: Maintain parking exemption for first 1,500 net square feet for retail and restaurant uses in buildings constructed prior to 1998. All others to meet parking per "outside the Core" provisions above. • Office: Reduce office parking minimum to 1.5 stalls/1,000 net square feet in Core (minimum currently 2.0/1,000) and 2.0 stalls/1,000 in rest of Downtown (minimum currently 2.5/1,000).			
2. Allow departure from minimum prescriptive parking requirements for all uses via parking study approved by the City.			
3. Future Work: • Develop scope and timeline for comprehensive parking study to include items such as on-street parking, public parking supply and potential for public garages, and opportunities for coordinated management of existing parking supply. • Revisit parking Code provisions to respond to changing needs of Downtown and as East Link light rail nears completion. • The study of Old Bellevue Parking (Transpo, May 2014) identifies a number of strategies that may be appropriate for follow-up (see page 37). The Downtown CAC may include these in their recommendations to Council.			

CAC Recommendations to Council

- Summary of Committee Recommendations (see Attachment 5)
  - **Major Pedestrian Corridor** (March 2014)
  - **Public Open Spaces** (March 2014)
  - **Amenity Incentive System** (April 2014)
  - **Design Guidelines** (May 2014)
  - **Building Height & Form** (pending June 2014 meeting)
  - **Downtown Parking** (pending June 2014 meeting)
  - **Land Use Elements related to Station Area Planning** (March-May 2014)
- Transmittal report to be developed over the Summer; tentatively to go to Council after August break